SECTION II

NAVIGATION PUBLICATIONS

NIMA LIST OF LIGHTS CORRECTIONS

PUB 116 Ed 2003 NEW EDITION (NIMA) 24/03

Page I—Line 4; read:

2003, including Notice to Mariners No. 13 of 2003.

(NIMA)

24/03

SAILING DIRECTIONS CORRECTIONS

PUB 123 8 Ed 2001 LAST NM 19/02

Page 6—Line 8/R; insert after:

Caution.—Anchoring, trawling and fishing are prohibited in the charted area S of Jacqueville. The installation comprises a platform (5°01.9'N., 4°27.2'W.) and a nearby production and storage unit (FPSO) linked to the coast by an oil pipeline and gas pipeline oriented on a bearing of 328°. A standby anchorage zone for tankers is centered at a distance of 4 miles ENE of the tanker.

(Fr NM 3/03) 24/03

PUB 124 8 Ed 2001 LAST NM 50/02

Page 18—Lines 23-25/L; read:

Vessels bound for Santana, Macapa, Manaus, and Iquitos via Os Estreitos (see paragraph 1.57), and for Rio Tocantins and Rio Madeira, also embark a pilot at Salinopolis. Pilotage in the ports and tributaries of the Rio Amazonas is compulsory above Belem.

(BA NM 42/02) 24/03

Page 104—Line 59/L; insert after:

A submarine gas pipeline crosses the Rio de la Plata, from about 3 miles W of Isla Santiago, passing about 1 mile upriver of Km 46 Lighted Buoy, and coming ashore near Muelle Platero, 3 miles W of Punto Artilleros, as best seen on the chart. Anchoring and trawling within 1,000m of the pipeline is prohibited.

(BA NM 42/02) 24/03

PUB 126 7 Ed 2002 LAST NM 48/02

Page 59—Lines 28 to 29/R; read:

Caution.—Volcanic actively was reported (2001) 25 miles NW of the Vava'u Group, centered on position 18°19.1'S, 174°21.1'W.

(Fr NM 40/02) 24/03

PUB 140 2 Ed 2001 LAST NM 23/03

Page 84—Lines 10 to 18/R; read:

waters during ice operations. There are three Ice Service Centers (ISC) to assist vessels, as follows:

- 1. ISC Kiel-Holtenau covers the western Baltic Sea from Flensburg to the W coast of Fehmarn and Kiel Canal. They may be contacted by VHF channel 22, call sign Kiel Traffic.
- 2. ISC Lubeck covers the western Baltic Sea from the W coast of Fehmarn to Ob Buk Light at longitude 11°42′E. They may be contacted by VHF channel 13, call sign Trave Traffic.
- 3. ISC Stralsund covers the western and southern Baltic Sea from Ob Buk Light at longitude 11°42'E to the Germany/Poland border. They may be contacted by VHF channel 14, call sign Stralsund Traffic.

Requests for ice breaking assistance are normally directed to the appropriate ISC. Requests should contain the following information:

- 1. Vessel name.
- 2. Call sign.
- 3. Flag.
- 4. Size.
- 5. Ice class.6. Engine power.
- 7. Position.
- 8. Destination.

During the voyage, vessels should follow the instructions given by the ISC. After the initial contact with the ISC or the ice breaker, vessels should maintain a continuous listening watch as directed.

(BA NP 286(2)) 24/03

PUB 158 8 Ed 2003 NEW EDITION (NIMA) 24/03

Page III—Lines 6 to 7/L; read:

This publication has been corrected to 12 April 2003, including Notice to Mariners No. 15 of 2003.

(NIMA) 24/03

PUB 163 8 Ed 2002 LAST NM 13/03

Page 243—Line 40/R; insert after:

Caution.—Piracy and thievery has been reported (2002) at Samarinda anchorage and in the adjacent waters. All vessels should navigate with caution in this area.

(46(380)02 Jakarta) 24/03

PUB 171 7 Ed 2001 LAST NM 23/03

Page 29—Lines 3 to 8/L; read:

The **Durban Offshore Oil Berth** (30°00.5'S., 30°58.5'E.) is a CALM facility situated about 1.5 miles from shore E of Isipingo Beach. Tankers up to 210,000 dwt can be accommodated at the SBM, which is moored in a depth of 45m. Pilotage is mandatory. A mooring master boards about 3 miles E of the SBM. Vessels should send a 48-hour and 24-hour ETA, and any subsequent changes of 2 hours or greater. If the ETA falls on a Saturday, Sunday, or Monday, notice should be given before 1300 on the previous Friday.

(BA NP 286(3)) 24/03

SECTION II NM 24/03

PUB 171 (Continued)

Page 111—Line 2/R; insert after:

Regulations.—Vessels over 25m in length can only anchor in special areas. All vessels must request authorization from Reunion Rescue Operational Center on VHF channel 16.

Page 180—Line 55/R; insert after:

Access to these islands is prohibited except in special cases. The Chief Administrator may authorize access with a written request received at least 3 months in advance, except in special circumstances.

(Fr NM 37/02) 24/03

PUB 173 7 Ed 2002 LAST NM 22/03

Page 183—Line 15/L; insert after:

Vessels with a draft of 8m or more must anchor about 8 miles S of the pilot station and await instructions from the pilot.

(BA NM 28/02) 24/03

PUB 180 3 Ed 2002 LAST NM 21/03

Page 87—Line 25/R; insert after:

Dangerous and Polluting Cargo

(NIMA) 24/03

Page 88—Line 22/R; insert after:

Light signals shown by the patrol boat are, as follows:

Signal	Meaning
Fixed red	Stop immediately and wait.
Flashing red	You are in a prohibited area; proceed clear on reverse course, or in the direction indicated by visual signals.
Fixed green	All clear, continue on your course.
Flashing green	The area is clear and open to shipping.

During the part of the year when flying operations take place, a number of notice boards are established within the seaplane harbors, in such a position as to be easily visible to all craft underway within the limits of the operating area.

The notice boards warn vessels to reduce speed and to follow the instructions of the patrol boat and are inscribed.

Lights for Large Vessels at Anchor

Vessels 92m in length and above when at anchor in Norwegian inland waters, shall in addition to the anchor lights show one white light screened to show from right ahead to right astern, on each side of the vessel midway between the forward and after anchor lights, at such a height that all three lights are in a straight line, decreasing in height toward the stern.

Lifeboat Drills

Lifeboat drills involving the lowering of boats is not permitted when vessels are underway in Norwegian territorial waters. Harbor drills are allowed with local police permission.

Local Speed Restrictions

When a vessel carrying a red ball in the rigging is lying moored at any of the lighted structures, or is loading or discharging gas containers at any piers or jetties, powered vessels passing must not proceed at a greater speed than 5 knots for a distance of 100m on either side of the moored vessel.

(PUBS 140) 24/03